(ख) इन स्कीमों के लिए लगाई गई शर्तों को पूरा करने में कोई व्यावहारिक कठिनाई नहीं है ।

(ग) प्रश्न नहीं उठता ।

(घ) प्रत्येक परियोजना की वास्तविक प्रगति को ध्यान में रखकर धनराशि अवमुक्त की जाती है ।

Security Norms prescribed by NAAI for Airport

3128. SHRI KAMAL MORARKA : Will the PRIME MINISTER be pleased to state :

(a) whether Government's attention has been drawn to the news item, which appeared in Indian Express dated 22-6-1993 captioned 'Where Birds, men defy pilots';

(b) if so, whether all the Airports in the country conform to the security norms prescribed by NAAI;

(c) if not, the details of the Airports where the pilots face a lot of bird menace and other problems; and

(d) what steps are proposed to be taken to ensure safety at the Airports ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN) : (a) Yes, Sir.

(b) The Defence airfields are not covered under the security norms prescribed by NAAI.

(c) and (d) Thirty (30) Indian Air Force airfields are considered to be flight safety environment risks and have been categorised as follows on the basis of degree of risks involved :—

Category I (Maximum)	Category II (Medium)	Category III (Low)
Gwalior	Agra	Uttarlai
Ambala	Pathankot	Srinagar
Hindan	Gorakhpur	Yelahanka
Jodhpur	Bhaitnda	Bagdogra
Tezpur	Jalsalmer	Lucknow
Dundigal	Kanpur	Guwahati
Sirsa	Chandigarh	Hashimara
Adampur	Jamnagar	Bidar
Pune	Kalaikunda	Bhuj
Bareilly	Halwara	Tambaram

Short term as well as long term measures have been formulated. Short term measures on bird menace inside the airfield are dealt with by ensuring a cleaner environment and reduction in natural vegetation thus reducing the causes which lead to food-gathering by the birds. These measures are continuously monitored.

Long term measures like creation of clean environment around airfields, construction of modern incinerators/modern slaughter houses/carcass processing centres/covered garbage points, shifting of open garbage dumps from the vicinity of the airfields, covering of open drains, establishment of covered fish and meat markets etc., have not made much progress primarily due to financial constraints.

Amount Spent on Development of Airports

3129. SHRI PARMESHWAR KUMAR AGARWALLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the cost in terms of money spent on development of various airports of the country where different private airlines are allowed to operate, airport-wise ;

(b) what will be the cost of the facilities of airport, if these are developed now, where private airlines are allowed to operate between different airports ; and

(c) the amount of money being charged from private airlines for providing these facilities on the different airports of the country like air strips, terminal, office lounge, navigation facilities, parking facilities etc., airport-wise details ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Air Taxi operators are allowed to operate to any airport which is open to scheduled operations of an airline. There are 5 international airports, 88 domestic airports and 28 civil enclaves in Defence airports in the country. It is not possible to give details of money spent on the development of each airport, as separate figures are not maintained airport-wise.

(b) No special facilities are required to be developed specifically for air taxis to operate flights to/from any of the airports where Vayudoot or Indian Airlines operate their scheduled flights.

(c) The charges levied by the National Airports Authority and the International Airports Authority of India at their airports for B-737 type of aircraft are annexed in statement I and II.

Statement I

Schedule of Charges for B-737 Aircraft

	Charges levied by National Airports Authority.	Charges levied by International Airports Authority
	(in Rs.)	(In Rs.)
(A) At International airport :		
1. Route Navigation facility charges (per Flight)	3,390.00	—
2. Terminal Navigation Landing charges (per Flight)	2,540.00	—
(B) At Domestic airports :		
1. Route Navigation Facility charges (per Flight)	1,350.00	—
2. Landing Charges (per Flight) .	3,822.00	1000 plus 118.95 per MT in excess of 20 MT.
3. Housing charges (per hour) .	75.60	63.00 plus 4.20 per hr. per MT in excess of 40 MT.
4. Parking charges (per hour)		Where an aircraft is parked in the open only helf the housing charges specified above shall be levied; : provided that no parking charges shall be levied for the first two hrs.
First two hours. . . .	Free	
Next two hours. . . .	37.80	
Next two hours. . . .	75.60	
5. X-Ray charges (per Flight) .	1,400.00	1,200.00
6. Extension of Watch Hours		
I hour	Free	—
II hour	200.00	—
III hour	1,200.00	—
For every Additional hour. .	600.00	—
7. Common counter liecence free For each operator for each day of operation	250.00	Rates of licence fee chargeable for the allotted space charged by IAAI are indicated in Annexure B.

Statement II

Revised Licence Fee for Space/Land effective from 1-4-90 or the date from which Bills have been Raised, whichever is earlier

(Rates per sq. metre)

S. No.	Type of space	Bombay	Delhi	Calcutta	Madras	Trivandrum
1.	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1.	Terminal II and Cargo Terminal IGI, Bombay phase I & II. Madras Airport Terminal I & II.					
1.1.	Air Conditioned area .	187.50	187.50	—	187.50	197.50
1.2.	Non-Air conditioned .	93.75	93.75	—	93.75	93.75
2.	Airbus Departure Delhi					
2.1.	Air Conditioned area .	—	175.00	—	—	—
2.2.	Non-Air conditioned area .	—	77.20	—	—	—

1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
3.	Other Terminals including Cargo Terminal					
	3.1. Air Conditioned . .	166.05	166.05	166.05	166.05	166.05
	3.2. Non-Air Conditioned .	77.20	77.20	77.20	77.20	77.20
	3.3. Calcutta Cargo Terminal (non-a/c.)	—	—		—	—
4.	Other Buildings . .	38.65	38.65	38.65	38.65	38.65
5.	Hangars					
	5.1. If maintained by IAAI .	13.80	13.80	13.80	13.80	13.80
	5.2. If maintained by Licensee .	10.80	10.80	10.80	10.80	10.80
6.	Land (Rates per sq. mtr. perannum)					
	6.1. Land and other special area	70.00	70.00	33.00	33.00	33.00
	6.2. Old Airport area at Bombay	24.40	—	—	—	—
	6.3. Old housing colonies of AI & IA	8.20	—	4.10	—	—
	6.4. Paved land	—	—	—	—	—
	6.4.1. If maintained by IAAI	125.00	125.00	125.00	125.00	125.00
	6.4.2. If maintained by Licensee . . .	115.15	115.15	115.15	115.15	115.15

Profitability of East-West Airlines

3130. SHRI G. PRATHAPA REDDY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Airlines such as East-West Airlines are doing very well and are already earning profits, and if so, the details thereof ; and

(b) whether this profit is on account on non-payment of dues to the Indian Airlines and other Departments concerned, in time, and if so, what are the dues from East-West which have accrued so far and since what time and corrective steps proposed/taken ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Under the Air Taxi guidelines, there is no requirement for the operator to furnish such details to the Government.

(b) Indian Airlines has no outstanding dues from M/s. East-West Airlines. An amount of Rs. 14.28 crores (upto February, 1993) is due from the latter to the Ministry of Finance (Department of Revenue) towards Inland Air Travel Tax. Show Cause notice has been issued by the competent authority for recovery of this tax.

Direct Flights by AI between India and South Africa

3131. SHRI SURESH KALMADI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Air India has decided to start operating direct flights between India and South Africa ; and

(b) if so, the date from which such flights will start operating and the details of the flights ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Air India proposes to introduce twice a week flights to Johannesburg and Durban via Dar-es-Salaam from 2nd October, 1993.

Elimination of Dual Tariff System

3132. SHRI SURESH KALMADI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Government have issued an order advising all approved hotels to eliminate dual tariff system and to follow the single tariff system ; and

(b) if so, what are the reasons therefor ?